File No. 232 of 1928.

Collection No.

19

Office of the Resident

in Mysore, Bangalore.

P-54

Pros. Serial Nos. 1- 1

Subject.

Air craft Rules for the Cochin State

Previous References.

Later References.

767/34

S. N. 1

Notifn no. AV-5(1)/20 dt 16.5 of the Govt of India Deptt of Industries & Labour.

(1) The present notification of the Govt of India introduces an amendment in the Indian Aircraft Rules As these rules are not in force in the Comstn no action on P.U.C is called for at present

(2) It may be mentioned that the Indian Aircraft Act is in force in the Comstn Unit but no rules have been framed under the Act ~~because~~ on the lines of the Govt of India rules because the question of framing such rules was deferred in

5 N. 13/a (R) C.O. 118-19

SN 2-9/A 40/- 1951 (R)

vide item 78 of the Govt of India Notfn 3(8) D. II 16.1.27

Since removed

SN 29/a (R) 40 - 1951

pages 18 of register in file 63/58 (X)

in 1922. Perhaps the question may be re-examined now (In this connection, reference is invited to the correspondence in 48/1928)

(W)

CVP
9.6.28

(From para 1)

WO 9/6/28

Secretary

(3) Probably it wd be wise to get our local rules ready now, as sooner or later the problem of dealing with aircraft will thrust upon us

OAG
9/6

Rodd

Rodd
12/6

(4) Instead of attempting to frame a set of rules in this office, ~~it would probably be advisable~~ Secretary may perhaps consider it more suitable to ask the Collection to submit, for the consideration of the Resident a draft of a set of rules on the model

S.N. 129/1
40-41/11

S.N. 136 (R)
1-8-19

model of the 'Indian Aircraft Rules' but with such modifications as may be considered necessary to suit the conditions of the C & M Stn. Bangalore

Draft submitted for favour of consideration (from para 3)

C.C. Ramanathayya
21. 6. 28

21/6/28

Secretary

AGG
21/6

S.N. 2 Issued No. 6026 dt 25. 6. 28

Noted
17-10-28

S. N. 3 T

5

× R

From the Collector, Civil and Military Station, Bangalore, No 3037-B-28 dated 26-10-20.

In S.N. 2 the Collector was requested to submit a draft pf aset of rules on the model of those contained in the Government of India's (Department of Commarce and Industry) Notification No.66 C.A. dated 31-1-1920. He suggests however that instead of framing a new set of rules the rules in the Government of India's Notifie cation may be applied here with suitable modifications; and in the second enclosure to his letter he has given a list of modifications he would introduce.

It is submitted in the first place that a a notification in the form given by the Collector -- (second enclosure to the p.u.c) cannot be issued. Sec. 3 and 6 of the Indian Air-Craft Act, 1911, as applied to the C & M. Station, do not empower the Local Government or the Government of India to apply the British Indian rules to the C & M. Station with or without modifications. Such anapplication of the British Indian rules can only be made under the powers conferred by the Indian (Foreign Jurisdiction) Order in Council; but the Government of India always prefer the framing of rules directly under the rule-making section of an Act. In other words, a self-contained notification has tobe issued in the same form as the British Indian Notification.

The existing rules under the Act were framed by the Resident (vide S.N.16) and not by the Government of India. Under Sections 3 and 6 of the Act, both the Government of India and the Local -- Government(i.e., the Resident) have concurrent powers to frame rules; the only difference is that the Resident's power is "subject to the control of the Governor-General in Council", not subject to his -- sanction. The draft notification submitted by the

Collector invokes the powers of the Government of India but this is unnecessary.

8 The modifications in the rules in British India suggested by the Collector appear to be -- suitable except in a few instances noticed below.

9 Rule 2(i)

The Collector suggests that in the definition of "underway" the words "or water" may be omitted. The omission seems unnecessary.

10 Rule 37

Here also the Collector suggests the ommission of the words "or ~~in~~ water". The words may perhaps stand..

Rule 49 (10)

(same as above.)

11 Form P.

The Collector suggests the omission of this Form occurring at the end of the British Indian rules. But this would involve the omission or modification of rule 57 which refers to Form P. It is not clear what the Collector has in mind by -- suggesting the omission of Form P.

12 It may also be noticed that Rule 63 would require some modification as it refers to the Sea Customs At, 1878, which is not in force in the C & M. Station.

After a tentative form of the rules has been settled, it would seem desirable to consult the Military Authorities also in the matter. Draft submitted.

C.V. Ramamurthi
8.12.28

14 Kindly see these notes from para 3

I agree with the various suggestions made in paras 5–10

In view of rule 64, as it is most improbable that an air-craft will come to Bangalore from any place outside British India, we can omit, safely, I think the whole of part IX* except rule 55 This will obviate any necessity for the inclusion of form P. or for altering rule 63.

May we send a printed copy of the Air-craft Rules modified as suggested above in red ink to the Military authorities for favour of their remarks?

14/1

Result

15

don't think we can say with any confidence that as skill will be visited within ten years by an aircraft from outside Br. India Ceylon is Ex-B.I. thus may well find Bangalore a calling station from Ceylon on the journey North. This means keeping link 63 & Form P making life easier

Ask applicable to the Cork Station which may be the simplest course. (This feasibility may be arising at all work of inland flights under modern conditions for long-distance flying?

16

I think we had little more on the above lines often, but up round to the hills for them

19/1/29

19/1/29

I S. N. 5

From Headquarters, Madras District, No. 21581/2/S, dated the 26th August 1929.

17

It may be seen that Headquarters, Madras District, have no remarks to offer on the draft of revised Aircraft rules forwarded to them for opinion. The draft rules are intended to take the place of the existing rules for the C. & M. Station contained in the notification at S. N. 16

18

The idea is (as will be seen from the notes at paras 1-3) to have a set of rules for the C. & M. Station ready for issue when future circumstances require the issue of an elaborate set of rules on the lines of the Government of India rules for British India, in place of the existing small set of rules in S. N. 16.

19

Before, however, actually issuing the proposed set of elaborate rules, the following points seem to require consideration.

It may be noted that the draft rules presuppose the establishment of a customs-aerodrome and an examination station therein for the examination of goods; also of a machinery for the registration of air-crafts, such certificates being granted by the Governor-General in Council or by an officer (in the C. & M. Station) authorised by him in writing. These and other preliminaries have, it appears, to be undertaken before the existing rules can be superseded by the proposed ones.

20

Reference is also invited to the notes at paras 14 and 15 ante regarding Part IX of the rules. It may be first mentioned that rules 53-64 of the Government of India Rules referred to in these notes correspond to

to the proposed rules 50-61. Rule 63 of the Government of India Rules, in which there is a reference to the Sea Customs Act, appears as No. 60 in the draft.

Rather than omitting Part IX (except rule 55) as suggested by the late Secretary, it was considered ~~xx~~ better to apply the Sea Customs Act, 1878, to the C. & M. Station and to retain Rule 63 (No. 60 in the draft) and Form P. It appears to be somewhat doubtful whether, even for the purposes of these rules, the Sea Customs Act can be applied to the C. & M. Station. It may be noted that no Act of the kind is in force in the Mysore State. The difficulty may not be insuperable, and it may be possible to apply at least the requisite provisions of the Sea Customs Act to the Station; otherwise ~~xxxx xxx~~ a suitable modification of Rule 63 of the Government of India rules (Rule 60 in the draft) will be required. Before proceeding further, it would seem advisable to ascertain for our guidance the actual position obtaining in other similar British "Administered Areas." A draft letter is submitted , addressing an enquiry to the Secretary to the Resident at Hyderabad and to the Secretary to the Agent to the Governor-General in Central India.

C.V.Ramanathan
3. 11. 29

4/11

2

1. Why should the Sea Customs Act not be applicable to the C&M Station?

2. I see that carrier-birds have been omitted - see also Rule 13. I think that that is unwise, as recently the Police in London have discovered a dope smuggling system worked by carrier-pigeons.

ascertain

C/o HE's visit
13.11.29

6.1.30

22

Para. 21 (1) ante

Vide Section 1 of the Act

The Sea Customs Act, 1878, though it extends to the whole of British India, appears, as regards its operation, to be confined to seaports. The Act is entitled "An Act to consolidate and amend the law relating to the levy of Sea Customs-duties". Such duties are apparently levied only at seaports. It is therefore rather doubtful whether the Act can be applie to the C & M Station. (As mentioned in para. 20 no Act of the kind is in force in Mysore). It is for consideration whether the enquiry suggested at the end of para. 20 may, however, be made.

C.V. Ramanathan 9/2/1
17.1.30

Secretary

Issue as amended.
SL
10.2.30

S.N. 6 & 7

Issued Nos. 1325 and 1326, dated the 12th Feb. 1930

S.N. 8 — From the Secretary to the Resident at Hyderabad, No. 591-J, dated 26-2-30

S.N. 9 — From the Secretary to the Agent to the G.G. in Central India, No.534-B, d25-2-30

24

Reference is invited to the notes at paragraph 18-22 ante.

It would appear from the p.u.c.'s that there are no Air-craft rules in force in the Administered Areas in Hyderabad or Central India.

The ~~existing~~ rules now in force for the C & M Station of Bangalore are those at S.N. 16, 40-11, and no practical difficulties have arisen for want of an elaborate set of rules on the lines of the Govt. of India rules for British India; and in view of ~~what~~ the points mentioned in para. 19 ante and of the fact that ~~what~~ other Administered Areas such those of Hyderabad and Central India have no rules of the kind at all, the further consideration of the revised draft may perhaps be postponed for the time being. (If future circumstances necessitate the issue of revided rules in place of those at S.N.16, 40-11 the draft rules in the file may then be issued with such alterations as may at the time be necessary)

Submitted for consideration.

K V Ramanathan
12.3.30

12/3

~~The position in Hyderabad and Central India~~

25

We may at any time become a port on the Ceylon air route, or a potential emergency landing ground - we had better thresh this matter out at leisure.

I think that the best course is to write to

the C.C. Delhi and ask him for a copy of his rules Delhi being already an air-port. The letter might be on the lines of that to the Secy to the Resident in Hyderabad of the 12th Feb.1930, with suitable alterations of detail. Draft.

S.N.6 (Q)

14.4.30

Para 25 of notes.

26 Draft to the Chief Commissioner of Delhi submitted for approval.

Secy

C.K.Srikantia Iyer 21/4/30

Ag.

23/4.

As amended.

24.4.30

S.N.10 Issued No 3464 dated 26-4-30.

S.N.11.

From the Chief Commissioner, Delhi, No. 4702-Home dated the 20th May 1930.

S.N.13(a) (R) C.O.118-19

The Chief Commissioner, Delhi reports that the Govt. of India rules published in Notification No. 66.C.A. dated the 31st January 1920, apply to the Delhi Province and that no special rules have been framed. The letter offers no specific reply to para 3 of our letter. Apparently the Sea Customs Act also applies to the Province. For orders with reference to the concluding portion of para 20 ante.

(N) S.N.10

H.M. Varadarao 4.6.30

E F Nos 8, 9

(28) As Central India, Hyderabad Delhi have no air-craft rules, perhaps it would be best for us to stick to the G/I rules with the necessary modifications as proposed by the Colln.

As regards the applcn. of the Sea Customs Act to the G.M. Nation, I would point out that certain sections of the Act were made (in 1926 or 1927) applicable to the N.W.F.P. & Baluchistan in connection with either the route which fliers had to take or the importation of aeroplanes into Afghanistan. I cannot for the moment recollect the object of the applcn. of the Act but I fancy it was the latter. If considered necessary, the Gazette of India will be examined in this connection.

† Spare parts.

Resident.

AVR 8/6/30

1. Please get a spare clean copy of the the Govt. of India's notification and alter ~~neatly~~ in red ink in very tidy printing (with a mapping pen) in accordance with the various recommendations.

2. One thing that we shd include is a para. against the use of carrier pigeons (see notes 21). We have in both in Bangalore and Madras Homing Societies . And we have the London discovery of importing dope by pigeon before us.

3. Then, is the next step to obtain

3. Then we should consult the D.H.Q. : sending them the altered draft with an enquiry whether they see any objection to notifying the Rules and whether they have any alterations or suggestions to offer.

Already done.
Initials
14.8.30

4. Do we notify such rules in Residency Orders for public criticism?

14.8.30

recd 15/8

Taken over by me on 18.4.31.

18/4/31

RESIDENT'S OFFICE.

———:o:———

NOTES AND PRECIS.

R. P. B.—7-1904.—2,000

S.N.1

DEPARTMENT OF INDUSTRIES AND LABOUR.

NOTIFICATION.

PUBLIC WORKS BRANCH.

CIVIL AVIATION.

Simla, the 16th May, 1928.

No. Av.-51|20.—In exercise of the powers conferred by section 3 of the Indian Aircraft Act, 1911 (XVII of 1911), the Governor General in Council is pleased to direct that the following further amendment shall be made in the Indian Aircraft Rules, 1920, the same having been previously published as required by sub-section (1) of section 13 of the said Act, namely :—

After rule 8 of the said Rules the following rule shall be inserted, namely :—

" 8A. Save under the authority of a special or general order in writing by the Governor General in Council, no person shall carry in any aircraft, and no person in charge of any aircraft shall allow to be carried therein, any photographic or cinematographic apparatus."

A. G. CLOW,
Secy. to the Govt. of India.

No. Av.-51|21, dated the 16th May 1928.

Copy forwarded, for information, to the Home, Army, Legislative and Foreign and Political Departments, to the Central Board of Revenue, to all Provincial and Minor Local Governments, including Central India and Hyderabad, and the Private Secretary to His Excellency the Viceroy.

Offg. Asstt. Secy. to the Govt. of India.

H293DIL—424—22-5-28—GIPS

The Resident in Mysore.

S.N.2

12

Memorandum.

No. 6026 Genl

From The Secretary to the Resident in Mysore Bangalore.

Bangalore, dated 25th June 1928

To The Collector, Civil and Military Station, Bangalore.

Subject:- AIRCRAFT RULES.

Kindly

The Collector is requested to submit, for the consideration of the Resident, a draft of a set of rules under the Indian Aircraft Act, 1911, on the model of those cont in the notification of the Government of India, Departmen of Commerce and Industry, No.66 C.A., dated the 31st January, 1920, but with such modifications as may be considered necessary to suit the conditions of the Civil and Military Station, Bangalore.

C.O. 13/a 118-15

S.N. 29/A 40-1/

2. A copy of the notification of the Government of India (Department of Industries & Labour) No.AV-51/20, da the 16th May, 1928, directing an amendment in the Indian Aircraft Rules, is enclosed for information.

S.N.1 (G)

Sdy A. C. Lothian

SECRETARY TO THE RESIDENT.

C.V. Ramanatha Ayyar 21.6.28

W.S.

3

No. 3037-B-28 Enc 2. S.N. 3

Office of the Collector,
Civil and Military Station,

Dated 23rd October 1928

From G.H. Cooke, Esquire, M.C., I.C.S.,
~~T. B. Russell, Esquire, I.C.S.,~~
Collector, Civil and Military Station,
BANGALORE.

To The Secretary to the Hon'ble
the Resident in Mysore, Bangalore

Sir,

Aircraft rules - Your No. 6026 dated 25-6-1928

I suggest that instead of framing a new set of rules for the Station, the Indian Aircraft Rules, 1920 contained in Government of India Notification No. 66-C.A., dated 31-1-1920 be applied here with suitable modifications. I enclose the necessary draft notification.

2. The copy of Government of India notification above referred to received with your No. 6698, dated 13-8-1928 is herewith returned as desired.

I have the honour to be,
Sir,
Your most obedient servant,

COLLECTOR.

25/X

DEPARTMENT OF COMMERCE AND INDUSTRY.

NOTIFICATIONS.

CIVIL AVIATION.

Delhi, the 31st January 1920.

No. 66-C.A.—In exercise of the powers conferred by sections 3 and 6 of the Indian Aircraft Act, 1911 (XVII of 1911), and in supersession of the Indian Airship Rules, 1913, published with the notification of the Government of India in the Home Department, No. 525, dated the 1st May, 1913, the Governor General in Council is pleased to make the following Rules.

PART I.

PRELIMINARY.

Short title.

1. These rules may be called the Indian Aircraft Rules, 1920.

Definitions and interpretation.

2. (*1*) In these rules, unless there is anything repugnant in the subject or context,—

"aerodrome" means any definite ground or water area intended to be used and capable of being used for the landing or departure of aircraft, and includes all buildings, sheds, vessels, piers, and other structures thereon or appertaining thereto

"airship" means an aircraft lighter than air;

"approved aerodrome" means an aerodrome the proprietor of which has received a certificate of approval in respect thereof from an officer authorised by the Governor General in Council in that behalf, but does not include a Government or Royal Air Force aerodrome;

"Chief Customs-authority," "Chief Customs-officer," and "Customs-collector" mean respectively a person appointed to be a Chief Customs-authority, a Chief Customs-officer, and a Customs-collector under rule 53;

"customs-aerodrome" means an aerodrome notified as a customs-aerodrome under rule 53;

"examination station" means a space in a customs-aerodrome set apart under the orders of the Chief Customs-authority for the examination of goods;

"export" means the taking by aircraft out of British India;

"flying machine" means an aeroplane, seaplane, flying boat, or other aircraft heavier than air;

"foreign aircraft" means an aircraft which has not been registered in the manner provided by these rules, and is not ordinarily kept, in British India;

"Government aerodrome" means any aerodrome which is maintained by, or on behalf of, Government;

"import" means the bringing by aircraft into British India;

"passenger aircraft" and "goods aircraft" mean aircraft which carry, or are intended to carry, for hire or reward passengers and goods (including mails), respectively;

"personnel" in relation to any aircraft means the commander, pilot, navigator, engineer, and all other members of the crew;

the "proprietor" of an aerodrome includes any person responsible for the management thereof

visible" as applied to lights means visible on a dark night with a clear atmosphere;

the expression "under way" applies to any aircraft when it is not made fast to the ground or to any object on land or water.

(*2*) The General Clauses Act, 1897, shall apply, for the purpose of the interpretation of these rules, in like manner as it applies for the purpose of the interpretation of an Act of the Governor General in Council. X of 1897.

PART II.

General Conditions of Flying.

Prohibitions of use save in accordance with conditions.

3. No person shall use, or assist in using, an aircraft save in accordance with the provisions of this Part in so far as they are applicable in the case of each such person, and compliance therewith to such extent shall be deemed to be a condition of every licence granted under these rules.

Registration and nationality and registration marks.

4. No person shall fly, or assist in flying, any aircraft which—

(*a*) has not been registered in the manner provided in Part III, and

(*b*) does not bear the nationality and registration marks assigned to it in the certificate of registration granted under that Part, affixed thereon in such manner as is provided in Part VI:

Provided that nothing in this rule shall apply to aircraft flown only for the purpose of experiment or test within three miles of an aerodrome or aircraft factory.

Licensing of personnel.

5. The pilot of every aircraft and the entire personnel of every passenger and goods aircraft shall be licensed in the manner provided in Part IV:

Provided that nothing in this rule shall apply within a distance of one mile from an aerodrome in the case of personnel under instruction, and personnel under instruction beyond that distance may be exempted from the requirements of this rule by or under the orders of an officer authorised by the Governor General in Council by order in writing in that behalf.

Certificates and licences to be carried in aircraft.

6. No person in charge of any aircraft shall allow such aircraft to be flown unless its certificate of registration and the licence of each member of the personnel who is under these rules required to be licensed is carried therein.

Explosives, etc.

7. No person shall carry in any aircraft, and no person in charge of any aircraft shall allow to be carried therein, any explosives, arms or ammunition.

Mails and wireless apparatus.

8. No person shall carry in any aircraft, and no person in charge of any aircraft shall allow to be carried therein, any mails or wireless telegraphic apparatus without the consent in writing of the Director General of Posts and Telegraphs.

Use of aerodrome.

9. No pilot or person in charge of any aircraft shall use any place as a regular place of landing or departure other than an approved aerodrome:

Provided that any aircraft may use any Government or Royal Air Force aerodrome which may be appointed for this purpose by or under the orders of the Governor General in Council or the Air Officer Commanding the Royal Air Force in India, as the case may be, subject to such conditions and directions as may be laid down in the case of each such aerodrome.

General safety conditions.

10. (*1*) No pilot shall fly any aircraft, and no person in charge of any aircraft shall allow it to be flown over any city or town except at such altitude as will enable the aircraft to land outside the city or town in the event of the means of propulsion failing through mechanical breakdown or other cause:

Provided that this prohibition shall not apply within a distance of one mile from an approved aerodrome or a Government or Royal Air Force aerodrome.

(*2*) No person in any aircraft shall—

(*a*) carry out any trick flying or exhibition flying over any city, town area, or village site; or

(*b*) carry out any trick flying or exhibition flying over any regatta, race meeting or meeting for public games or sports or other public assembly, except where a request in writing for such flying has been received by such person from the promoters of any such assembly; or

(*c*) carry out any flying which, by reason of low altitude or proximity to persons or dwellings, is dangerous to public safety; or

(*d*) drop or cause or permit to be dropped from the aircraft any article except—

(*i*) ballast the dropping of which is not prohibited by the provisions of sub-rule (*13*) of rule 49,

(*ii*) mails as may be authorised by the Director General of Posts and Telegraphs, and

(*iii*) any other article the dropping of which may be permitted by general or special order of the Governor General in Council or an officer authorised by him by order in writing in that behalf;

S. A. Save under the authority of a special or general order writing by the Governor General in Council, no person shall carry in any aircraft, and no person in charge of any aircraft shall allow to be carried therein any photographic or cinematographic apparatus

Provided that separate sheets of paper containing printed matter only may be dropped in any place if the written permission of the District Magistrate or in a Presidency-town or Rangoon, of the Commissioner of Police be first obtained in each case.

Rules of the air.

11. Every pilot and navigator shall observe, and every person in charge of an aircraft shall cause to be observed, all the rules of the air as contained in Part VIII.

Further conditions for passenger and goods aircraft.

12. (*1*) No pilot of any passenger aircraft carrying passengers shall fly the same unless it has, in accordance with the provisions of Part V.,—

(*a*) been certified as airworthy;

(*b*) undergone a periodical inspection and overhaul; and

(*c*) undergone examination on the day of flight;

and, unless all the certificates referred to in that Part and relating to such aircraft, are carried in the aircraft.

(*2*) No pilot or person in charge of any passenger aircraft shall use, as a regular place of landing or departure, any approved aerodrome which has not been appointed for the use of passenger aircraft by an officer authorised by the Governor General in Council by order in writing in that behalf.

(*3*) No person in charge of any passenger or goods aircraft shall allow the same to be flown unless there are carried in the aircraft log books in accordance with the provisions of Part VII.

Aircraft arriving in or departing from British India.

13. Every person arriving in, or departing from, British India in an aircraft shall comply with the provisions of Part IX in so far as they may be applicable to him.

Production of licences, etc.

14. Any Magistrate, any Police-officer above the rank of constable, any Customs-officer, any commissioned officer of His Majesty's naval, military or air forces or of His Majesty's Royal Indian Marine, any non-commissioned officer of the Royal Air Force, or any other officer of Government authorised by the Governor General in Council by general or special order in writing in this behalf may, for the purposes of inspection, demand the production by any member of the personnel of an aircraft of his licence or the production by the owner or person in charge of any aircraft of any certificate or log book relating thereto granted or maintained under these rules, and every such person shall be bound to comply with such demand.

PART III.

REGISTRATION.

Certificates of registration.

15. A certificate of registration for an aircraft may be granted by the Governor General in Council or an officer authorised by him by order in writing in that behalf, on the application by, or on behalf of, the owner of such aircraft:

Provided that no such certificate shall be granted in respect of any aircraft owned by a person who is not a British subject or a firm or company having its principal place of business in His Majesty's dominions, save under a general or special order of the Governor General in Council.

Nature of application.

16. Every such application shall be made in Form A set out in Schedule VI, and shall be accompanied—

(*a*) by a fee of twenty rupees, which shall be returned if the application is not granted;

(*b*) by a certificate of the nationality and suitability of the owner in Form B set out in Schedule VI granted and signed by a District Magistrate or, in a Presidency-town or Rangoon, by a Commissioner of Police within sixty days before the date on which the application is made; and,

(*c*) in the case of passenger aircraft, by a certificate of airworthiness in respect of the aircraft issued under rule 27 or rule 28.

Grant of application.

17. If the application is granted there shall be delivered to the applicant a certificate of registration in Form C set out in Schedule VI.

Change of ownership.

18. Upon any change of ownership of an aircraft registered under these rules, the certificate of registration of such aircraft shall be deemed to be cancelled.

(d) by a medical certificate granted not more than fourteen days previously to the date of the application by an officer of the Royal Air Force Medical Service or by a medical officer specially authorised in this behalf by the Governor General in Council by a notification in the Gazette of India.

PART IV.

LICENSING OF PERSONNEL.

19. The licences referred to in rule 5 may be granted by the Governor General in Council or by an officer authorised by him by order in writing in that behalf:

Grant of licences.

Provided that no such licence shall be granted to any person who is not a British subject save under a general or special order of the Governor General in Council.

20. (1) Application for the grant of such licences shall be made as nearly as may be in Form D set out in Schedule VI, and shall be accompanied—

Mode of application.

(a) by a fee of five rupees which shall be returned if the application is not granted;

(b) by a certificate of the nationality and suitability of the person applying to be licensed, granted in the manner provided in clause (b) of rule 16; and

(c) by two unmounted copies of a photograph of the person applying to be licensed: and

20 (2) The certificates referred to in clause (d) of sub-rule 1 shall be granted only in such form as may be approved, and in accordance with such instructions regarding the nature of the medical examination or otherwise, as may be issued by the Governor General in Council by order in writing.

~~Form to be set out in Schedule VI granted by~~ a medical officer of the Royal Air Force, stating to what extent the applicant fulfils the requirements of mental and physical fitness specified in Schedule I;

(b) unless he is qualified as a Royal Air Force pilot, to produce a "B" certificate of flying competency for pilots of passenger and goods aircraft as nearly as may be in Form F set out in Schedule VI after examination conducted in the manner provided in Schedule II for the case of such applicants;

and may be required to submit proof of recent reasonable flying experience on the class of aircraft for which the licence is required.

22. A person applying for a licence to navigate a passenger or goods aircraft will be required—

Navigators.

(a) to produce a medical certificate granted in the manner provided in clause (a) of sub-rule (1) of rule 21; and,

(b) to produce a certificate of technical competency in Form G set out in Schedule VI after examination conducted in the manner provided in Schedule III for the case of navigators.

23. A person applying for a licence to be engaged as engineer on passenger or goods aircraft will be required—

Engineers.

(a) to produce a medical certificate granted in the manner provided in clause (a) of sub-rule (1) of rule 21;

(b) to produce a certificate of technical competency in Form G set out in Schedule VI after examination conducted in the manner provided in Schedule III for the case of engineers;

and may be required to undergo practical and theoretical tests.

24. A person applying for a licence as a member of the personnel of a passenger or goods aircraft in any other capacity than that of a pilot, navigator, or engineer will be required to produce a certificate in Form H set out in Schedule VI granted by a person approved in that behalf by the officer authorised under rule 19 to the effect that he possesses a good general knowledge of the rules of the air as contained in Part VIII.

Other personnel.

25. (1) Every licence under this Part shall be issued in Form I set out in Schedule VI, and shall, save as otherwise hereinafter provided, remain valid for a period of ~~one year~~ Six months from the date of issue.

Issue, renewal, and cancellation of licences.

Vide addition made by item 3(a) in S. N. 18 G.O. 11 dt. 1919

(2) Any licence issued under this Part may be renewed by the officer authorised under rule 19 to grant the same, for such further period as he may think fit, and such officer may before renewing the licence require the person applying for renewal to undergo practical or theoretical tests.

(3) A fee of five rupees shall be payable in respect of each licence renewed under sub-rule (2).

(4) In the event of any applicant for a licence, or for renewal of a licence, being required to undergo any practical test, a further fee of twenty rupees shall be payable.

(5) It shall be deemed to be a condition of every licence issued under this Part that it is subject to cancellation or suspension at the pleasure of the Governor General in Council or of the officer authorised under rule 19.

Further medical examination.

26. Any pilot, navigator or engineer to whom a licence has been granted under this Part may be required, from time to time, to undergo further medical examination as may be directed by the officer authorised under rule 19.

PART V.

CERTIFICATES OF AIRWORTHINESS, PERIODICAL OVERHAUL AND EXAMINATION OF PASSENGER AIRCRAFT.

Type aircraft.

27. (1) In the case of passenger aircraft, a certificate of airworthiness in Form J set out in Schedule VI in respect of one aircraft of any particular type (hereinafter referred to as a "type-aircraft") may be issued by the Governor General in Council or an officer authorised by him by order in writing in that behalf in such manner and subject to such conditions as are specified in Schedule IV.

(2) For each such certificate a fee of one hundred rupees shall be payable.

Subsequent aircraft.

28. (1) After the issue of a certificate of airworthiness to a type aircraft, a certificate of airworthiness in Form J set out in Schedule VI may be issued in respect of any further aircraft of that type by the Governor General in Council or an officer authorised by him by order in writing in that behalf in such manner and subject to such conditions as are specified in Schedule IV.

(2) For each such certificate a fee of twenty rupees shall be payable.

Periodical inspection and overhaul.

29. (1) Every passenger aircraft and each engine of every such aircraft must be periodically inspected and overhauled by a person approved, or by persons respectively approved, for the purpose of inspection and overhaul of aircraft and engines under this rule by the Governor General in

For rule 26, the following shall be substituted:

"26. A fee of Rs 32 shall be payable by every person submitting himself for medical examination for the purpose of obtaining a medical certificate as required by clause (d) of sub-rule (1) of rule 20 and a fee of Rs 10 shall be payable by every person submitting himself for the purpose of obtaining a medical certificate as required by sub-rule (1) or sub-rule (2) of rule 25. This fee shall be payable to the medical officer making the examination."

---

(3) If on such examination the aircraft and each engine thereof are found to be in every way fit for the flight or flights proposed, the examiner in each case shall sign a certificate in duplicate to that effect in Form L set out in Schedule VI, which certificates shall state the date on which and the hour at which they were signed and shall be countersigned by a person (who may be the pilot of the aircraft) in the employment of the owner.

Use of certificates.

32. One copy of each of the certificates prescribed in rules 29 and 31 shall be retained by the owner of the aircraft, and the other shall be carried in the aircraft.

33. The pilot of every passenger aircraft shall, before commencing any flight, satisfy himself that the aircraft does not carry more than the load specified in the certificate of airworthiness, and that the aircraft is fit in every way for the proposed journey, and shall sign a certificate to that effect in Form M set out in Schedule VI, which certificate shall be carried in the aircraft.

Pilot to record certificate of load.

PART VI.

Nationality and Registration Marks.

34. (*1*) The nationality and registration marks shall be affixed in black on a white ground in the following manner, and underlined with a black line :—

Marks how to be affixed.

(*a*) In the case of flying machines, the marks shall be painted once on the lower surface of the lower main planes, and once on the upper surface of the top main planes, the top of the letters towards the leading edge. They shall also be painted along each side of the fuselage between the main planes and the tail planes. In cases where the machine is not provided with a fuselage, the marks shall be painted on the nacelle.

(*b*) In the case of airships, the marks shall be painted near the maximum cross section on both sides and on the upper surface equidistant from the marks on the sides.

(*2*) The nationality mark in the case of flying machines and airships shall also be painted on the port and starboard sides of the lower surface of the lowest tail planes or elevators and also on the upper surface of the top tail planes or elevators, whichever are the larger. It shall also be painted on both sides of the rudder, or on the outer sides of the outer rudders if more than one rudder is fitted.

(*3*) (*a*) In the case of flying machines the height of marks on the main planes and tail planes respectively shall be equal to four-fifths of the chord, and the marks on the rudder shall be as large as possible. The height of the marks on the fuselage or nacelle shall be equal to four-fifths of the depth of the narrowest part of that portion of the fuselage or nacelle on which the marks are painted.

(*b*) In the case of airships the nationality mark painted on the tail plane shall be equal in height to four-fifths of the chord of the tail plane and on the rudder shall be as large as possible. The height of the other marks shall be equal to at least one-twelfth of the circumference at the maximum transverse cross-section of the airship.

(*c*) In no case need the numbers or letters of the nationality and registration marks exceed eight feet in height.

(*4*) (*a*) The width of the numbers or letters shall be two-thirds of their height, and the thickness shall be one-sixth of their height. The numbers or letters shall be painted in plain block type and shall be uniform in shape and size. A space equal to half the width of the numbers or letters shall be left between each number or letter.

(*b*) The thickness of the line underlining the marks shall be equal to the thickness of the numbers or letters, and the space between the bottom of the marks and the line shall be equal to the thickness of the line.

(*5*) Where the nationality and registration marks appear together, a hyphen of a length equal to that of one of the numbers or letters shall be painted between the nationality mark and the registration mark.

(*6*) The nationality and registration marks shall be displayed to the best possible advantage in view of the constructional features of the aircraft. The marks shall be kept clear and visible.

PART VII.

Log Books.

35. (*1*) The log books required to be maintained in the case of each passenger or goods aircraft are—

Log books.

(*a*) a journey log book ;

(*b*) an aircraft log book ;

(*c*) an engine log book for each engine ; and

(*d*) a signal log book.

(*2*) Each log book shall be a separate book, but all log books shall be kept together in the aircraft in a waterproof bag.

(*3*) Log books shall be maintained in the manner, and shall contain the particulars, required in the case of each by the provisions of Schedule V, and aircraft log books and engine log books shall be maintained in Forms N and O, respectively, set out in Schedule VI.

PART VIII.

RULES OF THE AIR.

Lights and Signals.

Obligation to carry the required lights.

36. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited. The said lights shall not be dazzling.

Lights to be carried.

37. (*1*) A flying machine when in the air or manœuvring on land or water under its own power shall carry the following lights, namely :—

(*a*) forward, a white light, visible in a dihedral angle of two hundred and twenty degrees bisected by a vertical plane through the line of flight, and of such a character as to be visible at a distance of at least five miles ;

(*b*) on the starboard side, a green light, so constructed and fixed as to show an unbroken light between two vertical planes, whose dihedral angle is one hundred and ten degrees when measured to the right from dead ahead, and of such a character as to be visible at a distance of at least three miles ;

(*c*) on the port side, a red light, so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is one hundred and ten degrees when measured to the left from dead ahead, and of such a character as to be visible at a distance of at least three miles ; and

(*d*) at the rear, and as far aft as possible, a white light shining rearwards, and visible in a dihedral angle of one hundred and forty degrees bisected by a vertical plane through the line of flight.

(*2*) The green and red sidelights shall be fitted so that the green light shall not be seen from the port side, nor the red light from the starboard side.

(*3*) Where, in order to fulfil the conditions of visibility laid down in clauses (*a*) to (*d*) of sub-rule (*1*), a single light has to be replaced by several lights, the field of visibility of each of these lights should be so limited that in no case can more than one be seen at a time.

Explanation.—The angular limits referred to in this rule shall be determined when the aircraft is in its normal position for flying on a rectilinear horizontal course.

Airships.

38. (*1*) The foregoing rules as to the lighting of flying machines shall apply to airships, subject to the following modifications, namely :—

(*a*) All lights shall be doubled, the forward and aft lights vertically, and the side lights horizontally ;

(*b*) Both lights of each pair forward and aft shall be visible at the same time ;

(*c*) The distance between lights comprising a pair shall not be less than six feet.

(*2*) An airship when being towed shall carry the lights required by sub-rule (*1*), and in addition those specified in rule 40 for airships not under control.

Flying machine not under control.

39. A flying machine, when on the surface of the water and when not under control, that is to say, not able to manœuvre as required by the regulations for preventing collisions at sea, shall carry two red lights not less than six feet apart in a vertical line one over the other, and of such a character as to be visible all round the horizon at a distance of at least two miles. In addition, the side lights must be shown if the flying machine is under way.

Airship not under control, etc.

40. (*1*) An airship, which from any cause is not under control, or which has voluntarily stopped its engines, shall, in addition to the other prescribed lights, display conspicuously two red lights, one over the other approximately in a vertical line, not less than six feet apart and constructed to show a light in all directions and of such a character as to be visible at a distance of at least two miles.

(*2*) By day an airship, when being towed, or which from any cause is not under control, shall display conspicuously two black balls or shapes, each two feet in diameter, placed one over the other and approximately in a vertical line.

(*3*) By day an airship moored or under way, but having voluntarily stopped its engines shall display conspicuously a black ball or shape two feet in diameter, and shall be treated by other aircraft as being not under control.

Moored airship.

41. (*1*) An airship, when moored near the ground, shall carry the lights required by sub-rule (*1*) of rule 38.

(*2*) In addition, if moored but not near the ground the airship shall carry below the car at a distance of not less than twenty feet, three lights in a vertical line one over the other not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible in all directions at a distance of at least two miles.

(3) In addition, the mooring cable shall have attached to it at intervals of one thousand feet, measured from the airship, groups of three lights similar to those mentioned in the preceding paragraph. In addition, the object to which the airship is moored on the ground shall have a similar group of lights to mark its position.

(4) By day the mooring cable shall carry in the same positions as the groups of lights specified in the preceding paragraph, and in lieu thereof, tubular streamers, not less than eight inches in diameter and six feet in length, marked with alternate bands of white and red eighteen inches in width.

Stationary flying machine.

42. A flying machine stationary on land or water, but not moored or anchored, shall carry lights as prescribed in rule 37.

Prevention of collisions.

43. In order to prevent collisions with surface craft, the following provisions shall have effect, namely :—

(*a*) A flying machine when at anchor or moored on the water shall carry forward where it can best be seen a white light so constructed as to show an unbroken light visible all round the horizon at a distance of at least one mile.

(*b*) A flying machine of one hundred and fifty feet or upwards in length, when at anchor or moored on the water, shall in the forward part carry one such light, and at or near the stern, and, at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

Explanation.—The length of a flying machine shall be deemed to be the overall length.

(*c*) A flying machine of one hundred and fifty feet or upwards in span, when at anchor or moored in the water, shall carry in addition at each lower wing tip one such light as is specified in clause (*a*).

Explanation.—The span of a flying machine shall be deemed to be the maximum lateral dimension.

Failure of lights.

44. In the event of the failure of any of the lights prescribed in this Part, the aircraft shall land at the first reasonably safe opportunity.

Savings.

45. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any State with respect to the additional station and signal lights for two or more aircraft or for aircraft in formation, or with the exhibition of recognition signals adopted by owners of aircraft which have been authorised by their respective Governments and duly registered and published.

Landing at night.

46. (*1*) Aircraft proposing to land at night on aerodromes having a ground control shall before landing fire a green Very's light or flash a green lamp, and in addition shall make by international Morse code the letter group forming its call sign.

(*2*) Permission to land will be given by the repetition of the same call sign from the ground followed by a green Very's light or the flashing of a green lamp.

(*3*) The firing of a red Very's light or the display of a red flare from the ground shall be taken as an instruction that aircraft are not to land.

(*4*) An aircraft compelled to land at night shall, before landing, fire a red Very's light, or make a series of short flashes with the navigation lights.

Aircraft in distress.

47. When an aircraft is in distress and requires assistance, the following signals shall be used or displayed, either together or separately, namely :—

(1) the international signal, S.O.S., by means of visual or wireless signals ;

(2) the international code flag signal of distress, indicated by NC ;

(3) the distant signal consisting of a square flag, having either above or below it a ball or anything resembling a ball ;

(4) a continuous sounding with any sound apparatus ;

(5) a signal consisting of a succession of white Very's lights, fired at short intervals.

Sound signals.

48. In fog, mist, falling snow, or heavy rainstorm, whether by day or night, an aircraft on the water shall make the following sound signals with any sound apparatus, namely :—

(*a*) if not anchored or moored, a sound at intervals of not more than two minutes, consisting of two blasts of about five seconds' duration, with an interval of about one second between them ;

(*b*) if at anchor or moored, a sound at intervals of not more than one minute, consisting of one blast of about five seconds' duration,

Air traffic.

49. (*1*) Flying machines shall always give way to airships, and flying machine and airships shall always give way to balloons, whether fixed or free.

General rules.

(*2*) A motor-driven aircraft must always manœuvre according to these rules as soon as it is apparent that, if it pursued its course, it would pass at a distance of less than two hundred yards from any part of another aircraft.

(*3*) When two motor-driven aircraft are meeting end on, or nearly end on, each shall alter its course to starboard.

(*4*) When two motor-driven aircraft are on courses which cross, the aircraft which has the other on its own starboard side shall keep out of the way of the other.

(*5*) An aircraft overtaking any other shall keep out of the way of the overtaken aircraft by altering its own course to starboard, and shall not pass by diving.

(*6*) Every aircraft coming up with another aircraft from any direction more than one hundred and ten degrees from ahead, that is to say, in such a position with reference to the aircraft which it is overtaking that at night it would be unable to see either of that aircraft's sidelights, shall be deemed to be an overtaking aircraft; and no subsequent alteration of the bearing between the two aircraft shall make the overtaking aircraft a crossing aircraft within the meaning of this rule, or relieve it of the duty of keeping clear of the overtaken aircraft until it is finally past and clear.

Explanation.—As by day the overtaking aircraft cannot always know with certainty whether it is forward of or abaft this direction from the other aircraft, it should, if in doubt, assume that it is an overtaking aircraft and keep out of the way.

(*7*) Where under this rule one of two aircraft is to keep out of the way, the other shall keep its course and speed. When in consequence of thick weather or other causes, such other aircraft finds itself so close that collision cannot be avoided by the action alone of the aircraft giving way, it shall take such action as will best serve to avert collision.

(*8*) Every aircraft which is required by these rules to keep out of the way of another aircraft shall, if the circumstances of the case admit, avoid crossing ahead of the other.

(*9*) In following an officially recognised aerial route, every aircraft, when it is safe and practicable, shall keep to the right side of such route.

(*10*) Aircraft on land or water about to ascend shall not attempt to take off until there is no risk of collision with alighting aircraft.

(*11*) Every aircraft in a cloud, fog, mist or other conditions of bad visibility, shall proceed with caution, careful regard being had to the existing circumstances and conditions.

(*12*) In obeying and construing the provisions of this rule, due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render necessary a departure from the said provisions in order to avoid immediate danger.

(*13*) The dropping of ballast other than fine sand or water from aircraft in the air is prohibited.

50. (*1*) (*a*) At every approved aerodrome a flag hoisted in a prominent position shall be taken as an indication that, if an aircraft about to land finds it necessary to make a circuit or partial circuit, such circuit shall be left-handed (anti-clockwise) or right-handed (clockwise) according to the colour of the flag. A blue flag shall indicate a right-handed circuit, that is to say, that the flag is kept to the starboard side or side which carries the green light of the aircraft, and a red flag shall indicate a left-handed circuit, that is to say, that the red flag is kept to the port side or side which carries the red light of the aircraft.

Rules to be observed in the vicinity of approved aerodromes.

(*b*) Similarly, aircraft leaving an approved aerodrome shall conform to the circuit as indicated by the flag.

(*2*) When an aircraft starts from an approved aerodrome, it shall not turn until five hundred yards distant from the nearest point of the aerodrome, and the turning then made shall conform with the circuit indication.

(*3*) An aircraft flying between five hundred and one thousand yards distance from the nearest point of an approved aerodrome shall conform to the circuit indication, unless such aircraft is flying at a greater height than six thousand five hundred feet.

(*4*) Side slip and trick landings are prohibited at approved aerodromes, and trick flying is prohibited within a distance in any direction of at least two thousand yards from the nearest point of any such aerodrome.

(*5*) An aircraft, when taking off from or alighting on an approved aerodrome, shall do so up-wind, except when the natural conditions of the aerodrome do not permit.

(*6*) In the case of two or more aircraft approaching an approved aerodrome for the purpose of landing, the aircraft flying at the greater height shall be responsible for avoiding the aircraft at the lower height, and shall, as regards landing, comply with the provisions of sub-rule (*5*) of rule 49.

13

(7) Aircraft showing signals of distress shall be given free way in attempting to make a landing on an approved aerodrome.

(8) Every approved aerodrome shall be considered to consist of three zones when looking up-wind. The right-hand zone shall be the taking-off zone, and the left hand shall be the landing zone. Between these two there shall be a neutral zone. An aircraft when landing should attempt to land as near as possible to the neutral zone, but on the left of any aircraft which have already landed. After slowing up or coming to a stop at the end of its landing run, an aircraft will immediately move into the neutral zone. Similarly, an aircraft when taking-off shall keep as far as possible towards the right of the taking-off zone, but shall keep clear to the left of any aircraft which are taking off or are about to take-off.

(9) No aircraft shall commence to take off until a preceding aircraft is clear of the aerodrome.

(10) The above rules shall apply equally to night landings on approved aerodromes, when the signals, if exhibited, shall be as follows, namely :—

(a) A red light shall indicate a left-handed circuit, and a green light shall indicate a right-handed circuit. The right-hand zone will be marked by white lights placed in the position of an "L," and the left-hand zone will be similarly marked. The "L's" shall be back to back, that is to say, the long arms of the "L's" will indicate the borders of the neutral zone. The direction of landing shall invariably be along the long arm of the "L" and towards the short arm. The lights of the "L's" should be so placed that the lights indicating the top extremity of the long arm shall be the nearest point on the aerodrome upon which an aeroplane can safely touch ground. The lights indicating the short arm of the "L" should indicate the limit of safe landing ground for the aircraft, that is, that the aeroplane should not over-run the short arm.

(b) Where it is desired to save lights and personnel, the following system may be used :—

Two lights shall be placed on the windward side of the aerodrome to mark the limits of the neutral zone, the line joining the lights being at right angles to the direction of the wind; two more lights shall be placed as follows, namely, one on the leeward side of the aerodrome on a line drawn parallel to the direction of the wind and passing midway between the two lights on the windward side, for showing the extent of the aerodrome and the direction of the wind; and the other midway between the two lights marking the limits of the neutral zone.

Additional lights may be symmetrically placed along the boundary lines of the neutral zone and on the ends of the taking off and landing zones, on the line through the three lights on the windward side.

(11) No airship shall, in the vicinity of any aerodrome, be moored otherwise than near the ground without the special authorisation of the proprietor of such aerodrome.

Manœuvring on water.

51. Every aircraft manœuvring under its own power on the water shall conform to any regulation for the time being in force for preventing collisions at sea, and for the purposes of such regulations shall be deemed to be a steam-vessel, but shall carry lights as laid down in this Part, and not those specified for steam-vessels in those regulations. The sound signals specified in those regulations shall not be used by or apply to such aircraft, save as provided in rules 47 and 48.

Obligation to observe ordinary precautions.

52. Mere compliance with the provisions of this Part shall not be deemed to exonerate the owner or personnel of any aircraft from the consequences of neglect of any precaution which may be required by the ordinary practice of the air or by the special circumstances of any particular case.

PART IX.

Rules as to Aircraft arriving in or Departing from British India.

Customs-aerodromes and Customs-officers.

53. The Governor General in Council may for the purposes of this Part—

(a) by notification in the Gazette of India declare any aerodrome to be a customs-aerodrome; and

(b) appoint persons to be Chief Customs-authorities, Chief Customs-officers and Customs-collectors, and define the areas within which each such person shall exercise the powers and perform the duties conferred and imposed upon him hereunder.

Arrival and departure.

54. (1) Every person in charge of an aircraft entering British India shall cause it to be landed in British India, and the first such landing shall be made at a customs-aerodrome unless the aircraft is compelled to land before arriving at a customs-aerodrome by accident, stress of weather or other unavoidable cause.

(2) No person in charge of an aircraft shall fly the same or allow it to be flown to a place outside British India save from a customs-aerodrome unless compelled to land after departure from a customs-aerodrome by accident, stress of weather or other unavoidable cause.

Import and export of goods.

55. (1) No person in any aircraft entering or departing from British India shall carry or allow to be carried in the aircraft any goods of which the import or export by sea or by land is prohibited by or under any law for the time being in force.

(2) No person in any aircraft entering British India shall break or alter any seal placed upon any part of the aircraft or upon any goods therein by an officer of customs at the aerodrome at which such aircraft departed for British India.

Procedure on arrival in British India.

56. (1) The person in charge of any aircraft arriving at a customs-aerodrome from a place outside British India shall, on landing, forthwith cause the aircraft to be taken to the examination station at that aerodrome or, if, owing to circumstances over which he has no control, he is unable so to do, shall make the report required by sub-rule (2), and thereafter remove all goods carried in the aircraft to the examination station in the presence of a Customs-collector or some person duly authorised by the Customs-collector in that behalf.

(2) Within twenty-four hours after the landing at any customs-aerodrome of an aircraft from a place outside British India, the person in charge thereof shall—

(a) make a report to the Customs-collector in such form as may be approved by the Chief Customs-authority;

(b) deliver to the Customs-collector with such report his log book and a manifest, list of passengers and their baggage and declaration of the goods and stores on board the aircraft signed by the proper officer of customs at the aerodrome from which he departed for British India; and

(c) land at such aerodrome for examination all passengers and their baggage carried in such aircraft, and, after making such report, produce, and, if required to do so, unload all goods in such aircraft for examination.

Procedure on departure from British India.

57. (1) The person in charge of every aircraft in which goods are to be exported shall, before any goods are taken on board, deliver to the Customs-collector at the customs-aerodrome of departure a notice of departure for a foreign destination in Form P set out in Schedule VI, containing the particulars specified in that Form.

(2) Every person in charge of an aircraft proceeding to any place outside British India shall deliver to the Customs-collector at the customs-aerodrome of departure, together with any log books belonging to the aircraft and a list of passengers and their baggage an application in duplicate for clearance from that aerodrome in such form as may be approved by the Chief Customs-authority, and also, if the aircraft carries any goods, a manifest and declaration in a form approved in like manner declaring the goods and stores on such aircraft, and shall truly state therein the particulars required by such forms; and such forms, when signed by such Collector, shall be the clearance and authority for the aircraft to proceed to its foreign destination.

Unloading of goods on import.

58. (1) No person importing goods shall land the goods at any place in British India other than a customs-aerodrome, or shall, save as provided in sub-rule (1) of rule 56, unload the goods from any aircraft except at an examination station, or shall unload the goods except between such hours as the Chief Customs-authority by general or special order directs, or shall remove the goods from an examination station unless the same have first been duly entered in the manner provided in this rule and produced to the Customs-collector and duly passed by him.

(2) No person shall remove from any aircraft any goods imported therein until the report required by clause (a) of sub-rule (2) of rule 56 has been made, and the authority of the Customs-collector has been obtained.

(3) Any person importing goods shall deliver to the Customs-collector at the customs-aerodrome of importation a bill of entry of such goods in the manner provided in section 29 of the Sea Customs Act, 1878, and shall truly furnish therein the several particulars required in a bill of entry under that section, and shall pay to such Collector duties thereon as if such goods were chargeable to duties under that Act. VIII of 1878.

(4) All goods imported into a customs-aerodrome shall be duly entered and unloaded within seven days from the time of the arrival of such aircraft at that aerodrome or within such further period as the Customs-collector or Chief Customs-officer may allow.

(5) All goods imported which have not been examined and passed by the Customs-collector shall be stored in a transit shed at the customs-aerodrome, and no person shall remove such goods from the transit shed before they have been examined and passed by such Collector.

Procedure on export.

59. (1) The exporter of any goods shall deliver to the Customs-collector at the customs-aerodrome of departure a shipping bill in the manner provided in section 29 of the Sea Customs Act, 1878, and shall truly furnish therein the several particulars required in a shipping bill under that section, and shall pay to such Collector duties thereon as if such goods were VIII of 1878.

For the purposes of this Rule, the word 'goods' shall be deemed to include aircraft imported by flight in so far as the provisions of the Rule are applicable thereto

15

chargeable to duties under that Act, and such bill when signed by the Customs-collector shall be the clearance and authority for the exportation of such goods.

(2) No person shall without the consent of the Customs-collector unload from any aircraft any goods loaded thereon for export which have been cleared under sub-rule (1), or open, alter, or break any lock, mark or seal placed by any Customs-collector on any goods in any aircraft about to depart from British India.

Prohibition of signals in certain cases.

60. No person shall for the purpose of evading, or assisting the evasion of, the provisions of this Part make any signal from an aircraft entering or leaving British India.

Forced landings.

61. If any aircraft arriving from a place outside British India shall be forced to land in any place other than a customs-aerodrome, or if any aircraft is so forced after departure from a customs-aerodrome for a foreign destination, the person in charge of the aircraft shall, if the place of landing is not an aerodrome, forthwith report to a Customs-collector or Police-officer, and shall on demand produce to such Collector or officer the log books belonging to the aircraft, and shall not allow any goods to be unloaded therefrom without the consent of such Customs-collector, and no passenger or member of the personnel thereof shall leave the immediate vicinity without the consent of such Collector or Police-officer. When the locality is one in which no Customs-collector or Police-officer is available, the person in charge shall not allow any goods to be unloaded without his consent, and no passenger or member of the personnel shall leave the immediate vicinity without his consent. The person in charge shall make in his log book a full statement of the action taken, and shall forthwith report the occurrence to the Customs-collector at the nearest customs-aerodrome. If the place of landing is an aerodrome, such person shall forthwith report the arrival of the aircraft and the place whence it came to the proprietor of the aerodrome, and the proprietor of the aerodrome shall forthwith report the arrival of the aircraft to a Customs-collector, and shall not allow any goods to be unloaded therefrom, or any passenger thereof to leave the aerodrome, without the consent of such Collector.

Examination.

62. (1) The person in charge of any aircraft shall permit any Customs-collector or other officer authorised in this behalf by the Customs-collector at any time to board and examine the aircraft and any goods laden thereon.

(2) The importer or exporter of any goods shall produce such goods to the Customs-collector at the customs-aerodrome of importation or exportation, as the case may be, and permit him to examine such goods.

Provisions of Act VIII of 1878 to be deemed to apply to import and export.

63. All persons importing or exporting or concerned in importing or exporting goods or passengers into or from British India, and all persons in charge of aircraft arriving in or departing from British India, shall so far as may be observe, comply with and be bound by the provisions of the Sea Customs Act, 1878, as if any references in such provisions to ships or vessels and the masters or captains thereof, and to the loading or unloading of goods thereon or therefrom, included references to aircraft and the persons in charge thereof, and to the loading or unloading of goods thereon or therefrom, and as if references in such provisions to a port or quay included references to a customs-aerodrome or an examination station.

VIII of 1878.

Exemption of aircraft proceeding to or from Indian States.

64. Nothing in this Part, save the provisions of rule 55, shall apply in the case of aircraft—

(a) entering British India from a State in India and not bound for a place outside India, or

(b) departing from British India for a State in India.

PART IX

GENERAL

Inspection.

Inspection.

65. Any officer of Government authorised by the Governor General in Council by general or special order in writing in this behalf may—

(a) at all reasonable times enter any place to which access is necessary for the purpose of exercising his powers or carrying out his duties under these rules;

(b) at all times during working hours enter that portion of any factory in which aircraft or parts of aircraft are being manufactured or assembled and inspect and examine any such factory, aircraft or parts and any drawings relating to such parts;

(c) enter, inspect and search any aircraft which he has reason to believe contains explosives, arms, ammunition, wireless telegraphic apparatus or goods which are being or have been imported or are being exported;

(d) enter and inspect any place where aircraft are kept.

Foreign Aircraft.

Exemption of foreign aircraft.

66. The provisions of these rules as to—

(*a*) registration of aircraft,
(*b*) licensing of personnel,
(*c*) airworthiness, and
(*d*) log books,

shall not apply in the case of any foreign aircraft during one month from the date of its arrival in British India:

Provided that—

(*i*) no person shall fly or land, or assist in flying or landing, any foreign naval, military or air-force aircraft over or in British India except on or with the invitation or permission in writing of the Governor General in Council, and in the case of any such aircraft landing on such invitation or with such permission the exemption provided by this rule shall apply only to such extent and on such conditions as may be specified in the invitation or permission; and

(*ii*) where any foreign aircraft, after first landing in British India, is flown over any part thereof except in such manner as may be necessary in order to proceed to a foreign destination, all the provisions of these rules shall apply in the case of such aircraft, unless there are carried in the aircraft and produced for inspection, as and when required by any officer specified in, or authorised under, rule 14, certificates and licences issued, and log books in the form approved, by a responsible authority in the country to which the aircraft belongs, complying substantially with the requirements of these rules.

Exemptions.

General power to exempt.

67. The Governor General in Council may by general or special order in writing exempt any aircraft or class of aircraft or any person or class of persons from the operation of these rules either wholly or partially, subject to such conditions, if any, as may be specified in such order.

Penalty.

Penalty.

68. Any person contravening any of the rules contained in Part II or any other of these rules with which by any rule contained in Part II he is required to comply, shall, where no punishment is provided for such contravention in the Indian Aircraft Act, 1911, be punishable with imprisonment which may extend to one month, or with fine which may extend to two hundred rupees, or with both. XVII of 1911.

SCHEDULE I.

(*See rules 21, 22 and 23.*)

QUALIFICATIONS FOR GRANT OF MEDICAL CERTIFICATE

(*a*) Good personal and family history, with particular reference to nervous stability. Absence of any mental, moral or physical defect which will interfere with flying efficiency.

(*b*) The minimum age for pilots and navigators of passenger or goods aircraft shall be nineteen years.

(*c*) The applicant must neither suffer from any wound, injury or operation, nor possess any abnormality, congenital or otherwise, which will interfere with the efficient and safe handling of aircraft.

(*d*) The applicant must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. His heart, lungs, kidneys and nervous system must be capable of withstanding the effects of altitude and of prolonged flight.

(*e*) The applicant must possess a degree of visual acuity compatible with the efficient performance of his duties. No pilot or navigator shall have more than two dioptres of latent hypermetropia; muscle balance must be good and commensurate with the refraction. He must have a good field of vision in each eye, and must possess normal colour perception.

(*f*) The middle ear must be healthy. The applicant must possess a degree of auditory acuity compatible with the efficient performance of his duties.

(*g*) The vestibular mechanism must be intact, and neither unduly hypersensitive nor hyposensitive.

(*h*) The applicant must possess free nasal air entry on either side, and not suffer from serious acute or chronic affections of the upper respiratory tract.

SCHEDULE II.

(*See rule 21.*)

NATURE OF EXAMINATION TO BE UNDERGONE FOR THE GRANT TO AN APPLICANT FOR A PILOT'S LICENCE OF A CERTIFICATE OF FLYING COMPETENCY.

I.—*For Flying Machine Licence.*

Certificates are of two kinds—

"A" of flying competency for pilots of private flying machines (not valid for the flying of passenger or goods aircraft);

"B" of flying competency for pilots of passenger or goods flying machines.

Certificates may be granted in each case by two examiners approved in that behalf by the officer authorised under rule 19.

PRACTICAL TESTS.

The practical tests for certificates of flying competency shall be carried out within a period of one month.

They may be carried out in any order and each may be attempted twice.

They shall, save as otherwise provided, be witnessed by both examiners who will forward their official reports to the officer authorised under rule 19.

In each practical test the candidate must be alone in the flying machine.

"A" certificate of flying competency for pilots of private flying machines.

(*a*) *Test for altitude and gliding flight.*—A flight without landing, during which the pilot shall remain for at least an hour at a minimum altitude of 6,000 feet above the point of departure. The descent shall finish with a glide, the engines being cut off at 4,500 feet above the landing ground. The landing shall be made without the engine being started again, within 150 yards of a point fixed beforehand by the examiners.

(*b*) *Test of skill.*—A flight without landing round two posts (or buoys) situated 500 yards apart, making a series of five figure-of-eight turns, each turn reaching one of the two posts (or buoys). This flight shall be made at an altitude of not more than 600 feet above the ground (or water) without touching the ground (or water). The landing shall be effected by—

(*i*) finally shutting off the engine or engines at latest when the aircraft touches the ground (or water), and

(*ii*) finally stopping the flying machine within a distance of 50 yards from a point fixed by the candidate before starting.

(*c*) *Cross-country flight.*—A cross-country or oversea flight of at least 50 miles, the final landing being made at the point of departure.

"B" certificate of flying competency for pilots of passenger or goods flying machines.

The practical tests shall be as in clauses (*a*) and (*b*) above. Candidates already in possession of the "A" certificate are not required to pass these tests again.

Further practical tests shall be as follows:—

Test of endurance.—A cross-country or oversea flight of at least 200 miles, the final landing being made at the point of departure.

This flight shall be carried out in the same aircraft within eight hours, and include two obligatory landings during which the machine must come to rest at a point or points which shall not be the point of departure but which shall be fixed by the examiners.

At the time of departure the candidate shall be informed of his course and furnished with a map. The examiners will decide if the course has been correctly followed.

Night flight.—A thirty minutes' flight at an altitude of at least 1,500 feet and also landing to be made between two hours after sunset and two hours before sunrise.

Recent flying experience test.—This is to be carried out on the type of machine for which the licence is required. It is to be a flying test of at least two hours with four landings in each of which no part of the machine is damaged.

This test need not be carried out in the presence of the examiners; but the candidate must submit proof to their satisfaction that he has performed this test.

TECHNICAL EXAMINATION.

The technical examination for both "A" and "B" certificates shall be in the following subjects:—

Rules of the air as contained in Part VIII.

Theoretical abstract knowledge of the resistance of the air in connection with planes, rudders, elevators and propellers; functions of the different parts of the machine and of their controls.

Assembling of aeroplanes, propellers, undercarriages, rudders, elevators and their controls.

Practical tests on rigging.

General knowledge of internal combustion engines, and their various functions; valve gear, carburation, ignition, exhaust.

Characteristics of aero-engines and a general idea of their construction, adjustment and assembling.

Causes of the faulty running of engines. Fuel and oils. Description of the details of the aero-engines used. Adjustments, lubrication, upkeep, dissembling and assembling of the principal parts. Causes of breakdown. Use of throttle and other controls.

Practical tests in running repairs.

II. *For Airship Licence.*

The examination for certificates of flying competency for pilots of airships shall be conducted in a similar manner to those for the flying machine licence with such modifications as may be permitted by the examiners under the directions of the officer authorised under rule 19.

The Technical Examination shall also include knowledge of the properties of gases and the theory of Ballooning.

SCHEDULE III.

(See rules 22 and 23.)

NATURE OF EXAMINATION TO BE UNDERGONE FOR GRANT TO AN APPLICANT FOR A NAVIGATOR'S OR ENGINEER'S LICENCE OF A CERTIFICATE OF TECHNICAL COMPETENCY.

Certificates may be granted in each case by an examiner approved in this behalf by the officer authorised under rule 19. The examination shall be in the following subjects:—

For Navigators.

Rules of the air as contained in Part VIII.

Map and chart reading and location of position.

Compass—magnetic meridian—declination, deviation, variation.

Courses—bearings—and their corrections.

Compensation of compasses (theoretical and practical).

Calculations of azimuth.

Flight by dead reckoning—measure of the relative speed—drift, traverse table.

Chronometer—chronometer rate—comparisons.

Sextants—adjustments.

Nautical almanac.

Determination of positions by means of bearings and altitudes of stars.

Great circle navigation.

Aeronautical navigational instruments.

Meteorology and weather charts.

International rules for aerial and maritime navigation and other international aerial legislation.

For Engineers.

Rules of the air as contained in Part VIII.

General knowledge of internal combustion engines, and their various functions; valve gear, carburation, ignition, exhaust.

Characteristics of aero-engines and a general idea of their construction, adjustment and assembling.

Causes of the faulty running of engines. Fuel and oils. Description of the details of the aero-engines used. Adjustments, lubrication, upkeep, dissembling and assembling of the principal parts. Causes of breakdown. Use of throttle and other controls.

Practical tests in running repairs.

SCHEDULE IV.

(See rules 27 and 28.)

CONDITIONS SUBJECT TO WHICH CERTIFICATES OF AIRWORTHINESS MAY BE ISSUED IN RESPECT OF TYPE AIRCRAFT AND TO SUBSEQUENT AIRCRAFT OF THE SAME TYPE.

Type Aircraft.

(1) The applicant shall forward with his application a copy of any certificate of airworthiness which may have been granted in respect of such type aircraft.

The applicant shall also send general arrangement drawings of the proposed aircraft, together with such particulars of load, fuel, engines, etc., as will enable a preliminary opinion to be formed as to general safety.

(2) The applicant shall forward either with the application or subsequently such drawings and particulars of the proposed aircraft as may be necessary for the checking in detail of the safety of the aircraft. (Blue prints or rough sketches may be sufficient to enable the said checking to proceed provided they are fully dimensioned.)

(3) The applicant may proceed with the construction of any part or parts of the aircraft as and when these are approved by the officer authorised under sub-rule (*l*) of rule 27 (in this Schedule referred to as the Officer).

(4) The workmanship and materials of construction of the aircraft shall be approved by the Officer in accordance with detailed directions in clause (17) of this Schedule.

(5) On completion of the aircraft, flying trials shall be carried out by the applicant's or constructor's pilot in the presence of the Officer or of persons nominated by him (in this Schedule referred to as the representatives of the Officer).

(6) After the satisfactory completion of the check calculations, inspection, and applicant's flying trials, and after any modifications considered necessary for safety have been completed to the satisfaction of the Officer, the applicant may be instructed to deliver the aircraft for official trials to such aerodrome as the Officer may specify (in this Schedule referred to as the official aerodrome).

(7) At any time prior to the delivery of the aircraft for official trials, modifications to the aircraft may be made by the applicant, provided that full particulars and drawings of the proposed modifications are first submitted to the Officer and that such as affect the safety of the aircraft are approved by him.

(8) During official trials, which may be attended by such number of representatives of the applicant as the Officer may approve, the aircraft will be in the charge of the representatives of the Officer, but the Officer and his representatives shall not be liable for any loss or damage caused to such aircraft during official trials.

(9) If any modifications are considered by the Officer to be necessary for safety as a result of such official trials, such modifications shall be carried out by the applicant, and on completion thereof the aircraft shall be delivered, if required, for further official trials.

(10) On the completion of official trials, the applicant will be notified, and reports on calculations and tests will be supplied to him by the Officer on application. The aircraft will, as the Officer may direct, either be handed over to the applicant at the official aerodrome for removal, or be delivered by an official pilot to an aerodrome selected by the applicant and approved by the Officer.

(11) On the satisfactory completion of the official trials, and after the completion to the satisfaction of the Officer of any modifications considered necessary for safety, a certificate of airworthiness will be issued. Prior to the issue of such certificate the applicant shall deliver to the Officer a complete set of working drawings (process tracing) of the aircraft.

Subsequent Aircraft.

(12) Following the receipt by the Officer of an application form duly completed, certificates of airworthiness for subsequent aircraft which conform in all essential respects with a type aircraft for which a certificate of airworthiness has previously been issued will be granted subject to the conditions and procedure hereinafter specified.

(13) The applicant may make modifications (including change of engine type) to the aircraft and may depart from the approved complete set of working drawings (process tracings) of the type aircraft which were delivered under clause (11) of this Schedule; but full particulars and drawings of the proposed modification shall first be delivered to the Officer and such as affect the safety of the aircraft shall be subject to his approval.

(14) During the construction of the aircraft the inspection of the workmanship, construction and materials shall be as approved by the Officer in accordance with the detailed directions in clause (18) of this Schedule.

(15) In the case of an aircraft which, in the opinion of the Officer, differs considerably from the type aircraft, or in the case of an aircraft built by a constructor not familiar with the type aircraft, the Officer may on completion of the aircraft require flying trials to be carried out by the applicant's or constructor's pilot in the presence of representatives of the Officer,

end may require the aircraft to be delivered to the official aerodrome for additional trials. The procedure in this case will be in accordance with the procedure governing similar trials in the case of a type aircraft, as laid down in clauses (8), (9) and (10) of this Schedule.

(16) On the satisfactory completion of the aircraft and of any trials that may be required by the Officer, and when any modifications considered necessary for safety have been completed to the satisfaction of the Officer, a certificate of airworthiness will be issued.

Prior to the issue of such certificate, the applicant shall deliver to the Officer a complete set of working drawings (process tracing) of any modifications to or departure from the type aircraft.

Method of Approval of Workmanship and Materials.

(17) In the case of type aircraft—

(*a*) inspection of workmanship and materials will be carried out by representatives of the Officer;

(*b*) the Officer will accept wherever in his opinion possible the inspection of details, components and materials for type aircraft made by employees of the constructor under the supervision of a representative of such constructor, but each component will be finally inspected and approved by a representative of the Officer who will co-operate with the constructor's inspecting staff;

(*c*) constructors must notify the Officer seven days before commencing work on any part of the aircraft, the inspection of which is necessary prior to further work;

(*d*) the constructor must also fulfil the conditions detailed hereunder for subsequent aircraft.

(18) In the case of subsequent aircraft of a type-

(*a*) constructors must satisfy the Officer that their inspecting staff is such as to ensure that aircraft passed by them conform in all essential respects to the type design;

(*b*) constructors must purchase material to the specifications approved for the type design, and must arrange that each and every batch of material is proved to comply with those specifications by such examination, sampling and testing, as may be approved by the Officer;

(*c*) constructors must make such arrangements at their works as will preclude the use of material other than that approved as in sub-clause (*b*);

(*d*) constructors' inspecting staffs, referred to in sub-clause (*a*), must stamp, or otherwise provide means for the identification of, each and every detail in such a way that the individual responsible for such approval can subsequently be traced, selective inspection being adopted where considered possible;

(*e*) constructors must issue only details or parts in respect of which the provisions of sub-clause (*d*) have been complied with to the shops for assembly into components;

(*f*) constructors must maintain an efficient process inspection during such work of assembly and record such inspection on a process card for each component. Every component must be finally inspected by a qualified member of their inspecting staff, who will stamp the component in such a way that he may afterwards be identified, and will also sign the process card;

(*g*) constructor's methods of carrying out the following operations must be approved by the Officer or his representative, namely :—heat treatment of steel, seasoning and conversion of timber, gluing of important parts, and doping;

(*h*) constructors must ensure that all instruments and other parts affecting airworthiness purchased from sub-contractors have been inspected and approved in accordance with these conditions;

(*i*) constructors (of aircraft or engine as may be arranged) must ensure that all engines have been inspected and approved in accordance with these conditions, and further that they have satisfactorily undergone such bench tests as are required by the Officer and for this purpose that suitable test stands and accessories are provided to the satisfaction of the Officer;

(*j*) aircraft constructors must carry out an efficient inspection of the installation of all engines, instruments and parts that are fitted by them into the aircraft, such inspection to ensure that they function correctly, the individual responsible being indicated by a signature on the process card referred to in sub-clause (*f*);

(*k*) constructors must limit the power of their inspection staff to grant concessions to matters which do not affect the weight, the strength or the functioning of the part. Should any of these points be affected, the matter must be referred to the designer of the aircraft, and, if affecting the type design, to the Officer as laid down in the case of modifications to type designs.

Aircraft constructed outside British India.

(19) In the case of any type or subsequent aircraft constructed outside British India the Officer may in his discretion issue a certificate of airworthiness, although the conditions specified in this Schedule have not been fulfilled, if he is satisfied that they have been substantially fulfilled in the construction of the aircraft.

SCHEDULE V.

(See rule 35.)

Instructions for maintenance of Log Books.

(1) The constructor, or the owner if the constructor is not in a position to do so, should fill in and sign the original entries in each log book. Subsequent entries should be made and signed by the pilot or other responsible member of the personnel.

(2) A copy of the certificate of airworthiness should be kept in a pocket at the end of the aircraft log book.

(3) All entries should be in ink, except in the case of journey and signal log books, the entries for which may be made in pencil in a rough notebook, but should be entered in ink in the log book every twenty-four hours.

In the event of any official investigation the rough notebook may be called for.

(4) No erasures should be made in, nor pages torn from, any log book.

(5) A copy of this Schedule should be inserted in each log book.

(6) The various log books shall contain in each case the following particulars namely:—

(1) in the case of a journey log,—

(*a*) the type to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner; the name of the constructor; the carrying capacity; and

(*b*) in addition, for each journey,

(*i*) the name, nationality and residence of each member of the personnel, and

(*ii*) the place, date and hour of departure, the route followed, and all incidents of the journey, including landings and weather conditions;

(2) in the case of an aircraft log,—

(*a*) the type to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner; the name of the constructor; the carrying capacity; and the capacity of the tanks;

(*b*) the type and series number of engine, and the type of propeller, showing number pitch, diameter and maker's name;

(*c*) the type of wireless apparatus fitted, if any;

(*d*) a table showing the necessary rigging data for the information of persons in charge of the aircraft and of its maintenance; and

(*e*) a fully detailed engineering record of the life of the aircraft, including all acceptance tests, overhauls, replacements, repairs and all work of a like nature;

(3) in the case of an engine log,—

(*a*) the type of engine, series number, maker's name, power, normal and maximum revolutions of engine, date of acceptance and date on which first put into service; petrol consumption; oil consumption;

(*b*) the registration mark and the type of aircraft in which the engine has been installed; and

(*c*) a fully detailed engineering record of the life of the engine, including all acceptance tests, hours run, overhauls, replacements, repairs and all work of a like nature;

(4) in the case of a signal log,—

(*a*) the type to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner;

(*b*) the place, date and time of the transmission or reception of any signal; and

(*c*) the name or other indication of the person or station from or to whom or which a signal is received or sent.

SCHEDULE VI.

FORM A.

(See rule 16.)

Form of application for aircraft registration certificate.

SIR,

I / We hereby apply for a certificate of registration and the grant of Nationality and Registration Marks for the following private / passenger and goods / goods aircraft.

Maker.
Maker's number.
Owner's full name.
Owner's residence.
Station of the aircraft.
Description.

For Flying Machines.	*For Airships.*
Whether aeroplane, seaplane or flying boat.	Whether rigid, semi-rigid or non-rigid.
Number of planes, *viz.*—monoplane, biplane, etc.	Cubic capacity.
Whether tractor or pusher driven.	Overall length in feet.
Overall length in feet.	Maximum diameter in feet.
Span in feet.	Material of which envelope is made and name of maker.
Maximum height.	Gas ordinarily used.
Are wings made to fold?	Useful weight carrying capacity.
Seating or passenger capacity.	Seating or passenger capacity.

For Engines.

Number——
Rotary or Stationary——
Number of cylinders——
Horse power——
Maker's name——
Name, if any, of engines——
Total weight of machine with engines——
Useful weight carrying capacity——

* I enclose attached herewith :—

(1) Certificate of Nationality and Suitability.

(2) Certificate of Airworthiness.†

* If applicant has already received a certificate or licence substitute "my certificate of nationality and suitability was approved by you on the grant of certificate No. -, dated "

† In the case of passenger aircraft only.

I hereby declare that the aircraft is owned by me / Mr. ..... of ..... / the .....Company carrying on business at ..... / the firm of .....carrying on business at

and that the particulars given above as to such aircraft are true to the best of my knowledge and belief. I agree to observe the following conditions if a certificate of registration be granted to me :—

(1) to notify either personally or by registered letter any change in station of this aircraft if such change is for a period exceeding fifteen days;

(2) to notify as above the destruction, loss or transfer, of the said aircraft and, in the case of transfer, the name and address of the transferee; and

(3) to return this certificate when the aircraft is destroyed, lost beyond recovery or transferred.

(Signature of applicant)

Full name and address

Dated

FORM B.

(See rule 16.)

Form of certificate of Nationality and Suitability.

Mr. _____ of _____ in the District of _____ in the Province of — _____ { is personally known to me. / has been identified before me to my satisfaction.

I am convinced that he is by nationality a { British / French, Italian, Persian, etc., } subject. The inquiry which I have made as to his character and reputation has not disclosed any reason against the grant to him of a licence to own / fly in an aircraft.

(Signature) _____.

District Magistrate (or Commissioner of Police.)

Dated CDMSM Bangalore *District* _____

(Presidency town)

FORM C.

(See rule 17.)

Form of certificate of registration of an aircraft.

The aircraft described below has been registered under the Indian Aircraft Rules, 1920, and has been granted Nationality and Registration Marks as follows :—

Nationality mark——

Registration mark——.

Description

Nationality

Number and date of Registration.

Type of Aircraft.

Maker.

Maker's number.

Description.

Owner's full name.

Owner's residence.

Owner's nationality

Station of the aircraft.

The aircraft shall carry affixed to the car or to the fuselage in a prominent position a metal plate inscribed as follows :—

Aircraft registered as No. _____ India.

Marks _____

Owner's Name _____.

Owner's Residence _____

Station of aircraft.

(Signature of Officer)

Dated

FORM D.

(See rule 20.)

Form of application for pilot's licence for private aircraft.

SIR,

I hereby apply for the issue to me of a licence as a pilot of private $\frac{\text{Flying Machines}}{\text{Airships.}}$

I enclose attached herewith—

(1) Certificate of Nationality and Suitability.

(2) Medical Certificate.

(3) Certificate of Flying competency "A"

or

Certificate that I am qualified as a Royal Air Force Pilot. } *Strike out one or other.*

(4) Two copies of a photograph of myself, unmounted.

I send herewith per rupees five.

I am, etc.,

*(Name in full with rank, title, etc.)*_____

*(Full address.)*_____

*(Occupation.)*_____

*Dated*_____.

NOTE.—The form of application for other licences under Part IV will be similar to the above with such modification as may in each case be necessary.

FORM E.

(See rule 21.)

Form of Medical Certificate.

I certify that I have medically examined Mr._____ of_____ in the District of_____ who $\frac{\text{is personally known to me,}}{\text{has been identified before me to my satisfaction,}}$ with a view to ascertaining his mental and physical fitness for flying.

I have considered the medical requirements laid down in Schedule I to the Indian Aircraft Rules, 1920, and after due examination I am of opinion that he fulfils those requirements, with the following exceptions :—*

*Please give here sufficient detail to enable a medical officer to form an opinion as to the degree of applicant's fitness for flying.

In my opinion he is mentally and physically $\frac{\text{fit}}{\text{unfit}}$ for flying.

*(Signature of Medical Officer)*_____.

*(Designation)*_____

*Dated*_____.

FORM F.

(See rule 21.)

Form of "A" certificate of flying competency for pilots of private aircraft.

We hereby certify that

_____ of_____ in the District of_____ who $\frac{\text{is personally known to us}}{\text{has been identified before us to our satisfaction}}$ has in the presence of both of us performed to our satisfaction the following tests on a† $\frac{\text{flying machine}}{\text{airship}}$ *viz.* :—

†Enter here the type of flying machine or airship.

He performed each test in the manner noted and initialled by us under each.

We are both of opinion that he is competent to fly a private $\frac{\text{flying machine}}{\text{airship}}$.

‡ Give here designation, *viz.*, R. A. F. Pilot, etc.

(Signature).‡ { . . } Examiners.

*Dated*_____

NOTE.—The form for the "B" passenger and goods certificate will be similar to the above with the alteration of the later tests.

FORM G.

(See rules 22 and 23.)

Form of certificate of Technical Competency as navigator / engineer *of passenger or goods aircraft.*

I hereby certify that Mr. _____ of _____ in the District of _____ who is personally known to me / has been identified before me to my satisfaction has been examined by me as to his knowledge of the subjects specified in Schedule III of the Indian Aircraft Rules, 1920, for the case of navigators / engineers, and that he has shown a satisfactory knowledge of each subject.

I am of opinion that he is competent to act as navigator / engineer, of passenger or goods aircraft.

(Signature) _____ _____ *Examiner.*

Dated _____

FORM H.

(See rule 24.)

Form of certificate of competency as member of the personnel (otherwise than as pilot, navigator or engineer) of passenger or goods aircraft.

I hereby certify that Mr. _____ of _____ in the District of _____ who is personally known to me / has been identified before me to my satisfaction has been examined by me as to his knowledge of the rules of the air as contained in Part VIII of the Indian Aircraft Rules, 1920, and that he has shown a good general knowledge thereof.

I am of opinion that he is competent to act as member of the personnel (otherwise than as pilot, navigator or engineer) of passenger or goods aircraft.

(Signature) _____ *Examiner.*

Dated _____

FORM I.

(See rule 25.)

Form of Licence for personnel.

No. of 191

(Full Name) _____

of (address) _____

is hereby licensed to act as—

* All but the appropriate entry to be struck out.

*(*a*) pilot of a private flying machine,

*(*b*) pilot of a passenger or goods Aeroplane / Seaplane / Flying boat of the following types—

(1) _____

(2) _____

*(*c*) navigator of any passenger or goods aircraft,

*(*d*) engineer of any passenger or goods aircraft,

*(*e*) member of the crew of any passenger or goods aircraft,

for a period of ~~one year~~ six months from the _____ day of _____ 19 , subject to the Indian Aircraft Rules, 1920.

(Signature of officer) _____.

Dated _____

Photograph of holder.

NOTE.—The form of licence for the pilot of an airship will be similar with such modification as may be necessary.

FORM J.

(See rules 27 and 28.)

Form of certificate of airworthiness.

Number____

I hereby certify that aircraft—

Type_____.

Maker's name_____.

Maker's number_____.

has been examined for airworthiness as a type aircraft / subsequent aircraft of the same type as_____

aircraft for which certificate of airworthiness number_____has been granted on_____

and is hereby certified as airworthy, provided the following conditions are complied with:—

(*a*) the total weight including all items of load should not exceed_____lbs.

(*b*) the loading including the placing of passengers should be such that the centre of gravity remains within the following limits, *viz.*_____

(*Signature*)

(*Designatio*

*Place*_____

*Dated*_____

FORM K.

(See rule 29.)

Form of certificate of periodical inspection and overhaul of an aircraft / the engine of an aircraft.

I hereby certify that aircraft / the engines of aircraft type ____ _____ marks _____ has / have this day been inspected and overhauled by me, and that all necessary adjustments and repairs have been made to my satisfaction and that the aircraft / engines is / are in good order and fit for flight.

(*Signature*)_____

(*Designation*)_____

*Place*_____

*Dated*_____

FORM L.

(See rule 31.)

Daily Certificate of Safety of Aircraft.

Aircraft type_____Registration mark_____

Inspection at_____on_____time_____

I hereby certify that I have this day examined the above aircraft and that I consider it safe in every way for flights to-day when loaded as specified in its certificate of airworthiness.

(*Signature*)

(*Countersignature*)

*Dated*_____

I hereby certify that I have this day examined the engines, engine installations and accessories of the above aircraft, and that in my opinion they are in every way safe for flights to-day.

(*Signature*)_____

(*Countersignature*)_____

*Dated*_____

FORM M.

(See rule 33.)

Pilots' certificate of General Fitness of Aircraft before Flight.

Aircraft type_____ Registration mark_____

Preparatory to flight from_____ to_____

Loading.

Total weight of the aircraft including all items of load does not exceed_____ lbs.

Loading (including placing of passengers) is such that the centre of gravity of the aircraft is within the limits specified in the certificate of airworthiness. Petrol, oil and water are sufficient for proposed journey, *viz.*_____

Officers and Crew.

Name.	*Duty.*	*Licence No.*

Number of passengers_____

This aircraft is considered fit in every way for the proposed journey.

(*Signature*)_____

*Dated*_____

*Hour*_____

FORM N.

(See rule 35.)

Form of Aircraft Log.

Date.	Hour.	Commanding Officer.	Route.	Time in Air: Hours.	Time in Air: Mins.	Petrol consumed.	Oil consumed.	Water consumed.	No. of passengers.	Repairs or replacements.	Remarks.	Signature.
			Brought forward								Time in the air since last periodical inspection and overhaul :— *hours.* *mins.* Date of last periodical inspection and overhaul.	

Carried forward——

FORM O.

(See rule 35.)

Form of Engine Log.

Date.	Hour.	Engineer in charge.	Revs. per min. On ground.	Revs. per min. In air (state climbing or level).	Time run.	Defects found.	Particulars of overhaul or replacement.	Remarks.	Signature.
								Time run since last periodical inspection and overhaul :— *hours.* *mins.* Date of last periodical inspection and overhaul :—	

FORM P.

(See rule 57.)

Form of notice of departure for a foreign destination.

To the Customs-collector at _____ customs-aerodrome.

I, _____ of _____
being the person in charge of _____ aircraft marked _____
hereby give notice that I intend on date _____ at time _____
hours to take the said aircraft out of British India by air, *viz.*, from _____
customs-aerodrome to _____.

(*Signature*) _____
(*Person in charge of the aircraft.*)

Permission is given for the above aircraft to depart from _____
customs-aerodrome at or about _____ hours on _____.

(*Signature*) _____ *Customs-collector.*

_____ *Customs-aerodrome.*

Dated _____

A. H. LEY,
Secretary to the Government of India.

SGPI, Delhi—4 CD—20-4-20—300.

DRAFT NOTIFICATION.

In exercise of the powers conferred by Sections 3 and 6 of the Indian Aircraft Act, 1911 (XVII of 1911) as applied to the Civil and Military Station of Bangalore, the Governor General in Council is pleased to apply to the said Civil and Military Station of Bangalore the Indian Aircraft Rules. 1920, with the following modifications namely:-

1. References to British India shall be read as referring to the Civil and Military Station of Bangalore except in the definition of "Foreign Aircraft" where the words "or in the Civil and Military Station of Bangalore" shall be added after "British India".

2. Rule 2 (1).

Omit the words "or water area", "vessels", "piers" occurring in the definition of "Aerodrome".

In the definition of "underway" omit the words "or water" occurring in the end.

Rule 10.

Omit the words "in a Presidency Town or Rangoon" occurring in the last proviso.

Rule 14.

Omit the words "any Customs Officer", "naval" and "or of His Majesty's Royal Indian Marine".

Rule 16.

For the words "a District Magistrate or, in a Presidency Town or Rangoon, by a Commissioner of Police" in clause (b) substitute "the District Magistrate or Commissioner of Police".

Rule 37.

Omit the words "or water" occurring in the first line of clause (1).

Rule 42.

Omit the words "or water" and "or anchored" occurring in this rule.

Rule 43. Delete.

Rule 48. Delete.

Rule 49.

Omit the words "or water" in clause (10).

Rule 51 Delete.

Schedule VI

For the words "District" / "Presidency Town" in Form B substitute "Civil and Military Station, Bangalore."

Delete Form P.

COLLECTOR.

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. 6862 Enc.

From

Major G. Loch,
SECRETARY TO THE RESIDENT IN MYSORE.

To

Headquarters,
Madras District,
B a n g a l o r e.

Dated Bangalore, 9th August 1929

Subject.

AIR-CRAFT RULES FOR THE CIVIL AND MILITARY STATION OF BANGALORE.

Sir,

I am directed to request that the Hon'ble the Resident may be favoured with your remarks on the enclosed draft of the rules which it is proposed to issue under sections 3 and 6 of the Indian Aircraft Act, 1911 (as -- applied to the Civil and Military Station of Bangalore) in supersession of the rules contained in this Residency Notification No.62, dated the 16th October, 1913.

S.N.16 (J)
40-11

I have the honour to be,
Sir,
Your most obedient servant,

O/C

Major.
for SECRETARY TO THE RESIDENT.

CBS

ASB

No. 21581/ 2 /S.

Headquarters, Madras District,

Bangalore, 26th August...1929.

To:-

Secretary to the Resident in Mysore,

BANGALORE.

Sir,

With reference to your No. 6862 of 9th August 1929.

I have the honour to return the Draft notification regarding Aircraft Rules for the Civil and Military Station, Bangalore, and to state that I have no remarks to offer.

I have the honour to be,

Sir,

Your most obedient servant,

Captain,

Station Staff Officer, Bangalore.

All communications should be addressed to the Secretary to the Resident in Mysore Bangalore, by designation and not by name.

No. 1325 Enc.
232/1928.

From

Major G. Loch,
SECRETARY to the RESIDENT in MYSORE,

To

The Secretary to the Hon'ble the Resident
at Hyderabad.

Dated Bangalore, 12th February 1930

Subject.

Revision of rules under the Indian Air-craft Act, 1911, as applied to the Civil and Military Station of Bangalore.

Sir,

I am directed to inform you that the revision of the rules under the Indian Air-craft Act, 1911, which has been applied to the Civil and Military Station of Bangalore, is under consideration and to enquire whether rules under this Act have been framed for the Administered Areas in Hyderabad. If so, I am to request that, if there is no objection, a copy may be forwarded for the information of the Hon'ble the Resident.

2. I am particularly to enquire whether there is any provision in those rules, applying to Hyderabad the provisions of the Sea Customs Act, on the lines of Rule 63 of the rules in force in British India contained in the notification of the Government of India (Department of Commerce and Industry) No.66 C.A., dated the 31st January, 1920.

I have the honour to be,
Sir,
Your most obedient servant,

[signature]

Major,
SECRETARY TO THE RESIDENT.

ASB

R 11/2/30

All communications should be addressed to the Secretary to the Resident in Mysore Bangalore, by designation and not by name.

No. 1326 Enc.
232/1928.

From

Major G. Loch,
SECRETARY to the RESIDENT in MYSORE,

To

The Secretary to the Hon'ble the Agent to
the Governor-General in Central India.

Dated Bangalore, 12th February 1930;

Subject.

Revision of rules under the Indian Air-craft Act, 1911, as applied to the Civil and Military Station of Bangalore.

Sir,

I am directed to inform you that the revision of the rules under the Indian Air-craft Act, 1911, which has been applied to the Civil and Military Station of Bangalore is under consideration and to enquire whether rules under this Act have been framed for the Administered Areas in Central India. If so, I am to request that, if there is no objection, a copy may be forwarded for the information of the Hon'ble the Resident.

2. I am particularly to enquire whether there is any provision in those rules, applying to Central India the provisions of the Sea Customs Act, on the lines of Rule 63 of the rules in force in British India contained in the notification of the Government of India (Department of Commerce and Industry) No.66 C.A., dated the 31st January, 1920.

I have the honour to be,
Sir,
Your most obedient servant,

Major,
SECRETARY TO THE RESIDENT.

B. 11/2/30

ASB

Please quote

No. 591-I

in further correspondence on the subject of this communication.

From

Major H.W.C.Robson, O.B.E., I.A.

Secretary to the Hon'ble the Resident at Hyderabad,

To

The Secretary to the

Resident in Mysore,

Bangalore.

The reply to this communication may kindly be addressed to the Secretary to the Resident at Hyderabad by designation and not by name.

Dated Hyderabad Residency, the 26/16 February *19*30.

Subject:- Rules under the Indian Air-Craft Act 1911 (XVII of 1911).

Sir,

With reference to your letter No.1020/232/1928, dated the 12th February 1930, on the above subject, I am directed to state that no rules have been made for the Administered Areas in the Hyderabad State, under the Indian Air-Craft Act, 1911(XVII of 1911), as applied to the said areas.

I have the honour to be,

Sir,

Your most obedient servant,

J.W.Robson.

Major,

Secretary to the Resident at Hyderabad.

M.R.S.

No. 534-B

FROM

THE SECRETARY TO THE AGENT TO THE
GOVERNOR GENERAL IN CENTRAL INDIA

To

28/2/30
232
28

THE Secretary to the Resident
in Mysore, B A N G L O R E.

Dated Central India Agency, Indore, the 25th February 1930.

SIR,

Subject:- Revision of rules under the Indian Air-Craft Act, 1911, as applied to the Civil and Military Stations of Banglore.

I am directed to refer to your letter No. 1326/232-1928, dated the 12th February 1930, on the above subject, and to say that no rules have been framed under the Indian Air-Craft Act, 1911, for the Administered Areas of Central India.

I have the honour to be

Sir,

Your most obedient se.....

For Secretary to the Agent to the
Governor General in Central India.

All communications should be addressed to the Secretary to the Resident in Mysore Bangalore, by designation and not by name.

No. 3464 ENC.
232-1928.

FROM

Major G. Loch,
SECRETARY TO THE RESIDENT IN MYSORE,

To

The Chief Commissioner,
D e l h i.

Dated Bangalore, 26th April, 1920;

Subject.

Revision of rules under the Indian Air-craft Act, 1911, as applied to the Civil and Military Station of Bangalore.

SIR,

I am directed to inform you that the revision of the rules under the Indian Air-craft Act, 1911, which has been applied to the Civil and Military Station of Bangalore, is under consideration and to enquire whether the rules promulgated in Notification No.66 C.A., dated the 31st January, 1920, of the Government of India in the Department of Commerce and Industry apply to the Delhi Province, or whether any special rules under this Act have been framed for the Province of Delhi.

2. If there are any special rules, I am to request that, if there is no objection, a copy may be forwarded for the information of the Hon'ble the Resident, as it would be of assistance to him in coming to a decision regarding rule for the Civil and Military Station.

3. I am particularly to enquire whether there is any provision in the rules for the Province of Delhi, applying to the Province of Delhi the provisions of the

Sea

Sea Customs Act, and, if so, whether any difficulties are experienced in applying the provisions of the Sea Customs Act to an air-port inland.

I have the honour to be,
Sir,
Your most obedient servant,

O/C

Major,
Secretary to the Resident.

USS
25/4/30

ASB
25.4.

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
23 MAY 1930
Regd. No. 2498
D. No. 932

No. 4702- Home.

From,

J. N. G. Johnson, Esquire, C.I.E., I.C.S.,

Officiating Chief Commissioner, Delhi.

To,

The Secretary to the Resident in Mysore.

Dated Delhi, the 20th May 1930.

(N)
S.S. 10

(R)
S.S. 13-a
Q.Q. 118-19

Sir,

In reply to your letter No. 3464/232-1928 Enc., dated the 26th April 1930, I have the honour to say that the rules under the Indian Aircraft Act, 1911, promulgated in Notification No. 66 C.A., dated the 31st January 1920 of the Government of India in the Department of Commerce and Industry, apply to the Delhi Province. No special rules under this Act have been framed for the Province.

I have the honour to be,

Sir,

Your most obedient servant,

Registrar,

For Officiating Chief Commissioner, Delhi.

H.S.